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## WARNINGS GIVEN; PASS UNHEEDED

(Continued From First Page.)

Mr. Ismay admitted the three messages he had sent, asserting that he had not known of the investigation already ordered. Senator Smith followed this by revealing that it was the picking up of these messages by government stations which led to the prompt arrival of the committee on the night of the Carpathia's arrival, with the fast work of their sergeant-at-arms and his subpoena servers.

The investigation will go on in Washington at 10:30 o'clock Monday morning. The surviving officers and sixteen of the crew have been subpoenaed to be there, the balance of the men being allowed to sail this morning on the Lapland.

The further testimony will be of the highest importance. It is to be settled definitely whether the log, which the ancient law of the sea requires to be saved first, was saved, and then the inquiry will turn to the lifeboats. The Senators will insist on knowing if the boats were adequately provisioned; they will find out if the crews had been assigned to every boat; if they were trained to the use of small boats. They will learn what had been done in the matter of drills, whether the men had ever been in the boats at all before to go.

Mr. Ismay will be called again at Washington with Vice-President Franklin, and they will be asked a

new line of questions which may aid in fixing the responsibility.

**Great Crowd Attends Inquiry.**  
The crowd of those drawn to the inquiry at the Waldorf-Astoria had grown so large this morning that the meeting was held in the larger myrtle room, instead of the east room. Men and women not only occupied all the chairs, but crowded around the walls, stood in the doorways, craning forward to catch every word said. Mr. Ismay and Mr. Franklin appeared in good time and took seats behind the table. Mr. Ismay appeared to be in better spirits and chatted freely with Alarconi and other wireless chiefs, who were there to help in getting the aerial communication history accurate. Just behind the witness chair sat Inez Milholland, with several other women just back of her. Scattered throughout the room were lawyers and representatives of law firms, many of them taking notes. Many of the other women appeared to have come up from Peacock Alley out of curiosity, just as the men might have wandered up from the cafe.

Young Cottam, the Carpathia operator, a late witness Friday night, appeared first on the stand. Senator Smith wanted first to clear up from him the sequence of the messages between the two ships. He said he had detailed everything he had done before.

**Last Message to Titanic.**  
"Will you restate your captain's last message to the Titanic?"  
"The captain sent a message to the effect that they were to have the lifeboats ready; we had got our ready and were steaming as fast as we could in the direction of the vessel."

Q. Anything further?  
A. No.  
Q. And you received no further answer?  
A. No, sir.  
Cottam said that he had not been able to get into communication with the coast during the rush of the



**BENJAMIN GUGGENHEIM.**  
Facing death on the Titanic, he sent a message to his wife by one of the crew.

Carpathia to the Titanic, but he was in communication with some vessel or the other all of the time. He received messages from the Baltic, but he could not remember what they were. They were official messages, but the witness did not know whether they were signed by the captain of the Baltic. He had no time to make records of them.

"I will ask you specifically," said Senator Smith, "whether you received any message indicating a desire that the true state of things be kept as confidential."

"No, sir," was the emphatic response. "I informed the Baltic of the whole catastrophe about 10:30 in the morning, the morning after the wreck. I told her of the distress signal received earlier on the previous night, and told her that we had been to the wreck and picked up as many passengers as we could find, and were returning to New York."

Cottam explained then that at first the captain had decided to go to Halifax, but later changed his mind and headed for New York. Witness denied that at any time Monday he sent a message to the Baltic or to any other office, to the effect that all passengers had been saved, and that the Titanic was being towed to Halifax. He did not attempt to withhold the exact facts concerning the sinking of the Titanic. Q. If the White Star Line sent this message: "J. A. Hughes, Huntington, W. Va. Titanic proceeding to Halifax. Passengers will probably land there Wednesday. All safe." (Signed) White

Star," they did not obtain this information from you?

A. No, sir.

**Falls Asleep at Instrument.**  
Cottam declared that no other person could have sent the message from the Carpathia, because he went on duty Sunday night and came off "a couple of days later." He sat at his post Sunday night, all day Monday and Tuesday night, and Tuesday during the day, but he could not remember exactly. He thought he had taken a few hours' sleep on Tuesday or Wednesday night. He did this before falling asleep at his instrument. Bride was carried up to the wireless room Wednesday afternoon. He could not stand and was very weak, sick as he was. Bride managed to send off a list of third-cabin passengers saved.

Q. Were you at the instrument when the message from the cruiser Chester was received?  
A. Yes, sir. I took it.  
Q. Did you reply to it?  
A. Yes, sir.

Cottam, further on, said that Bride, despite his weakness, sent and received many messages, stood a "watch" in the work, but he could not have sent the "all saved" message. The wireless equipment of the Carpathia had been described as old-fashioned, with an extreme range of about 250 miles.

Cottam later told the committee very quietly that he was just by the barest chance he had ever received the "C. Q. D." call of the Titanic. He was just going to bed; had undressed, in fact, but before retiring he walked around with the receiver on his head. He had just called the Parisian and was waiting for an answer. He knew pretty generally what ships would be in his vicinity, because of the charts issued by the Marconi people, giving this information. If the reply of the Parisian had come he would have closed his instruments and gone to bed.

Q. What was this first message?  
A. "Come at once." It was the "C. Q. D." call of the Titanic. It was the distress signal, and then he sent his position.  
Q. What was the "old man"?  
A. It was a complimentary remark passed on the wireless service.

**Too Serious for Compliments.**  
Q. But it was a pretty serious time for complimentary remarks, was it not?

A. It was not necessary. I struck it off and reported it verbally to the captain.

Q. Now from the minute you were in communication with the Titanic until the last message came it was about 1 or 2 o'clock in the morning, was it not?  
A. No, sir. It was 11:55, New York time, when the last message came from the Titanic.

Q. That last message said the boiler room was filling with water?  
A. Yes, sir. It also said: "Come as quickly as possible. She is taking water and it is up to the boilers." I took that message to the captain.

Q. Did the captain reply?  
A. Yes, sir. He told me to tell the Titanic that he was coming up as fast as possible, at a good fifteen or sixteen knots. He told me to tell her to save her boats ready, and he would have ours all ready.

Q. Did you send any messages after that?  
A. Yes, sir. I repeated that one. "Coming," many times. I got no answer.

Then came young Bride, curly-haired, blue-eyed, brought in on an invalid's chair, his feet bandaged up where it was frozen. But there was no sign of suffering about him, and the only indications of the strain was in the occasional claspings and unclaspings of his hands. He was from London, twenty-two years old, educated for eight months at the Wireless School, Clapham.

The Titanic's wireless was a splendid apparatus, with the latest things. She could send a message 400 miles in the daytime, while at night her range was practically limitless. He explained this by saying that this referred to freak messages, which could come from any distance. His watch was six hours at a time, and during the trip across to Cape Race he and Phillips had sent 150 messages, besides receiving many. The weather was most favorable.

Mr. Ismay had not come into the wireless office at any time, and Bride could not remember whether any messages had been transmitted for him or received by him. Bride could not say as to Phillips, but he was certain that Phillips had not sent any messages for Mr. Ismay after the collision.

**No Message Received.**  
Q. Can you recall whether the captain of the vessel received any message from the White Star Company on Sunday regarding the movement, the direction of the vessel or its speed?

A. No, sir, he did not.  
Q. How do you know that?  
A. Because I should have heard it. I saw the captain's messages; I was delivering them to Mr. Phillips.

Witness saw all messages, because they would have to be checked up in making up the accounts. He was positive that no speed messages had been received. He had no knowledge of a wireless message from the America regarding the proximity of icebergs.



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Mr. Phillips might, however, have received one. A message had been received late regarding this icefield from a vessel that might have been the Californian. It gave the signal, "M. W. L." "You can find that out," he added.

Q. Go ahead.  
A. I received the message myself and delivered it to the captain. It stated that there were three large icebergs that the ship had just passed, and it gave their position.

The message, the witness said, was from the ship, giving the signal of "M. W. L." Bride said that he could not be sure it was the Californian, but Frederick Sammis, an electrical engineer employed by the Marconi Company, arose at this point and said it was the Californian.

Q. Now, I want to know just what that message said.  
A. In the first place the Californian had called me with an ice report. I was rather busy at the time, and did not take it just then. She did not call again, but transmitted it to the Baltic, and as she was transmitting it I took it down. I took it to the captain, but it was unofficial, and I did not copy it."

The reason he had not taken the message the first time was that he was busy making up his accounts. The message was taken about 5 o'clock Sunday afternoon, about six hours before the accident.

Senator Smith, by persistent questioning, established that the first call might have been made around 4:30 o'clock, and the Baltic message had been caught around 5 o'clock. He sent simply the code letters "R. D." which means "Received," with the code letters of the Titanic, "N. G. Y."

Q. Now once more, I would like to have you tell me the exact wording of that message.

A. It said the Californian had passed three large icebergs, and gave their latitude and longitude. Witness did not recollect the latitude and longitude. He had no record of the message. He simply wrote it on a slip of paper and handed it to the bridge. The message was unofficial. He could not say what officer was on the bridge. He took the message to him a little after 5 o'clock. He did not communicate with the captain. Witness received no further messages about icebergs and was positive that Phillips had not either.

At the time of the collision the witness was in bed asleep in a room adjacent to the wireless apparatus. He awakened about five or ten minutes later. He had not been aroused by the impact. He had promised to relieve Mr. Phillips a little earlier than usual, and got up.

Mr. Phillips had a big batch of telegrams he had just finished for Cape Race. This was after the collision. Phillips told him the boat had got damaged some way, and he expected they would have to go back to Harland & Wolff's, the builders, at Belfast. Witness went on watch, and Phillips was about to retire when the captain came in. He told us we had better get assistance. Mr. Phillips asked him if he wanted to send a distress call, and he said, "Yes, at once." Mr. Phillips sent the call immediately.

The message was "C. Q. D." which was repeated about a half dozen times and then, "N. G. Y." "C. Q. D." witness explained, is the recognized distress call, and "N. G. Y." is the code call for the Titanic. Bride did not know the meaning of the calls. The Senator pressed him and at last turned to Mr. Marconi. The wireless inventor said "C. Q. D." was the code of the Marconi companies, known to all. "C. Q." means,

that all stations must listen, and "D." means danger. This call will in time be superseded by the "S. O. S." decided upon by the Berlin convention. He had no idea of the meaning of those letters. They were simply arbitrary letters.

**Reply Comes Immediately.**  
Q. How long after Mr. Phillips was sending did the first reply come?  
A. As far as I know, immediately, sir. You see, I could hear what he was sending, but I could not hear what he was receiving, because he had the telephone to his ears.

Q. What did he tell you?  
A. He told me to go to the captain and report the Frankfurt, a German boat.

Q. What do you mean by that?  
A. He was in communication with the Frankfurt, a German vessel, he sent the Frankfurt a message.

Witness said the Frankfurt was the first vessel to pick up the call. He delivered the message to the captain, whom he found on the boat deck, where the lifeboats were. When the captain got the message he wanted to know where the Frankfurt was. Witness went back to the cabin and found Mr. Phillips waiting for the position of the boat. The next message received

(Continued On Ninth Page.)

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